II. CLAIM AMENDMENTS

1.   (Currently Amended) A method for outputting traffic information in a motor vehicle, in which

traffic messages are stored together with the respective position of the route section or point to which they relate,

the positions of the traffic messages are compared with the respective position of the motor vehicle in which the traffic information is to be output in order to determine the distances between the respective positions in the traffic messages and the position of this motor vehicle,

the traffic messages are sorted ~~and stored as a list~~ in accordance to the determined distances, and

the traffic messages sorted ~~and stored~~ according to distances are output as ~~a list~~ sorted according to distances starting with the smallest distance;

transmitting each traffic message together with an item of updating information which describes the anticipated duration of the general relevance of the respective traffic message,

detecting an average vehicle speed, logically linking the average vehicle speed to the distances assigned to the traffic messages and comparing the average vehicle speed and distances assigned to the traffic message with the

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updating information in order to detect the specific
relevance of the respective traffic message, and

outputting only traffic messages that have been accessed and
are relevant to the respective vehicle in terms of timing.

2. (Previously Amended) The method according to Claim 1, wherein
the sorted traffic messages are transmitted to a motor vehicle.

3. (Previously Amended) The method according to Claim 1, wherein
the traffic messages are transmitted to a motor vehicle, sorted
there and stored.

4. (Previously Amended) The method according to Claim 3, wherein
the traffic messages which are transmitted to a motor vehicle
are continuously updated at predefinable time intervals.

5. (Previously Amended) The method according to Claim 1, wherein
only traffic messages which relate to a selected area are stored
and are subsequently output in the motor vehicle.

6. (Previously Amended) The method according to Claim 5, wherein
the selected area surrounds the position of the motor vehicle in
an essentially circular shape.

7. (Previously Amended) The method according to Claim 5, wherein
the selected area can be defined with respect to the particular

current position of the motor vehicle as a function of a planned route for a journey, surrounding it in a corridor-like fashion.

8. (Cancelled)

9. (Currently Amended) The method according to Claim 1~~8~~, wherein the updating information of the respective traffic message contains ~~a~~the transmission time of the traffic message, ~~an~~the anticipated duration of a traffic event associated with the traffic message ~~and~~ ~~a~~the detection time of the ~~reported~~ event associated with the traffic message.

10. (Previously Amended) The method according to Claim 1, wherein:

first the direction of travel of the motor vehicle is detected,

the direction of the motor vehicle with respect to the particular position of the traffic message is detected and is compared with the direction of travel, and

the traffic messages are output sorted according to directions.

11. (Previously Amended) The method according to Claim 10, wherein a directional factor is formed for each traffic message from the direction of the motor vehicle with respect to the particular position of the traffic message and the direction of

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travel, which factor is combined with the distance assigned to the respective traffic message to form a local relevance factor which is taken into account during the outputting of the traffic messages.

12. (Previously Amended) The method according to Claim 11, wherein a traffic message is output only if its local relevance factor is higher than a predefinable threshold value.

13. (Previously Amended) The method according to Claim 1, wherein the position of the motor vehicle is detected as a Geocode using a satellite-supported position-determining system, in particular with the GPS (Global Positioning System), and in that the positions of the traffic messages are also provided as Geocodes, with the result that the distances can be determined without further conversion calculations.

14 - 25   (Cancelled)

26. (New) A method for outputting traffic information in a motor vehicle, comprising:

    storing traffic messages together with the respective position of the route section or point to which the traffic message relates,

    comparing positions of the traffic messages with a respective position of the motor vehicle in which the traffic information is to be output in order to determine

distances between the respective positions in the traffic messages and the position of the motor vehicle,

sorting the traffic messages in accordance with distances determined, and

outputting the traffic messages starting with the smallest distance,

detecting a first direction of travel of the motor vehicle,

detecting whether the traffic message is significant for a current direction of travel or for an opposite direction of travel, and further

outputting only traffic messages that are relevant to the current direction of travel.

27. (New) The method according to Claim 26, further comprising transmitting the sorted traffic messages to a motor vehicle.

28. (New) The method according to Claim 26, further comprising transmitting the traffic messages to a motor vehicle, sorting the transmitted messages and storing the sorted transmitted messages.

29. (New) The method according to Claim 26, further comprising continuously updating the transmitted traffic messages and transmitting the updated traffic messages to the motor vehicle at predefined time intervals.

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30. (New) The method according to Claim 26, further comprising storing only traffic messages that relate to a selected area and subsequently outputting the stored traffic messages in the motor vehicle.

31. (New) The method according to Claim 26, further comprising a user defining an area of traffic messages surrounding the position of the motor vehicle, the area comprising an essentially circular shape surrounding the position of the motor vehicle.

32. (New) The method according to Claim 26, further comprising a user defining a selected area of traffic messages surrounding the position of the motor vehicle as a function of a planned route for a journey, the area comprising an essentially corridor-like shape surrounding the position of the motor vehicle.

33. (New) The method according to Claim 26, further comprising:

detecting first the direction of travel of the motor vehicle,

detecting the direction of the motor vehicle with respect to the particular position of the traffic message and comparing the detected position of the motor vehicle with the direction of travel,

comparing the direction of the motor vehicle with respect to the particular position of the traffic message with the direction of travel, and

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outputting traffic messages that are sorted according to directions.

34. (New) The method according to Claim 26, further comprising:

forming a directional factor for each traffic message from the direction of the motor vehicle with respect to the particular position of the traffic message and the direction of travel, and

combining the directional factor with the distance assigned to the respective traffic message to form a local relevance factor which is taken into account during the outputting of the traffic messages.

35. (New) The method according to Claim 26, further comprising outputting a traffic message only if its local relevance factor is higher than a predefinable threshold value.

36. (New) The method according to Claim 26, further comprising:

detecting the position of the motor vehicle as a Geocode using a satellite-supported position-determining system, in particular with the GPS (Global Positioning System), and

providing the positions of the traffic messages as Geocodes, and determining the distances without further conversion calculations.

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37. (New)   The method according to claim 1 wherein the transmitting of updating information further comprises providing the elapsed time from a start of the traffic congestion and an estimated time duration of the traffic congestion.

38. (New)   The method according to claim 38 wherein the transmitting of updating information further comprises providing:

    a detection time of a traffic event associated with the traffic message;

    an initial transmission time of the traffic message to the motor vehicle; and

    an anticipated duration time of the traffic event associated with the traffic message.

39. (New)   The method according to claim 1 further comprising outputting with the traffic message an estimated time of arrival of the motor vehicle to an area associated with a traffic event corresponding to the traffic message.